



I-29/I-35 EIS & Location Study

Public Information Meeting - September 28, 2004

Meeting Summary

Open House 4 to 7 p.m.
North Kansas City Community Center
86 Attendees

MoDOT and the study team hosted an informational meeting to gather public input on the I-29/I-35 EIS and Location Study's feasible concepts prior to screening the concepts to be considered for detailed evaluation. To facilitate that discussion, exhibits outlining the EIS study process and the range of feasible alternatives were presented. The team collected both verbal and written comments for consideration in the screening process. At the public meeting, the exhibits shown included:

- | | |
|---|---|
| 1. Welcome! | 15. Front Street Interchange
(4 alternatives) |
| 2. Why are improvements needed? | 16. Paseo Boulevard Interchange
(2 alternatives) |
| 3. Project Purpose and Need | 17. Missouri 9 Interchange
(3 alternatives) |
| 4. How does the improvement process work? | 18. North Loop Interchange |
| 5. EIS Process | 19. Broadway Interchange
(2 alternatives) |
| 6. Cultural Resources | 20. Downtown Loop Coordination |
| 7. What kind of improvements are being considered? | 21. Missouri River Crossing |
| 8. Corridor-Wide Concepts | 22. Companion Bridge Concepts |
| 9. Study Components | 23. Replacement Bridge Concepts |
| 10. Mainline | 24. 2005 Paseo Bridge Rehabilitation |
| 11. Public Transit & Bicycle & Pedestrian Access | 25. Your Role |
| 12. Missouri 210 Interchange
(4 alternatives) | 26. Thank you! |
| 13. 16 th Avenue Interchange | |
| 14. Bedford Avenue/Levee Road Interchanges (4 alternatives) | |

Meeting Publicity

The meetings were publicized in the following ways:

- Mailed meeting announcement to project database (325)
- Posted on the MoDOT web site
- Posted on the Kcrivercrossings.org web site
- News release/advisory sent with fact sheet(s) two weeks before the Sept. 28 Public Meeting to:
 - Kansas City Star
 - Northland Journal
 - Northeast News
 - Dispatch Tribune
 - Sun-News
 - ABC's KMBC TV-9
 - Fox 4's WDAF-TV
 - CBS's KCTV-5
 - NBC's KSHB TV-41
 - Entercom radio stations' news department
 - Susquehanna radio stations' news department

The meeting enjoyed prior coverage in the *Dispatch Tribune* and the *Kansas City Business Journal*. Media coverage at the event included both print and electronic media.

- Print Advertising: Two col. x 5" ad two weeks before the public meeting in:
 - *Kansas City Star* Northland Neighborhoods section (publishes Wednesday).
 - *Dos Mundos* (English/Spanish bilingual newspaper) (publishes Thursday).
 - *Northeast News* (English/Spanish bilingual newspaper) (publishes Wednesday).Re-Run same ad the week before the Public Meeting in:
 - *Kansas City Star* Northland Neighborhoods section
 - *Dos Mundos*
 - *Northeast News*
- Radio Advertising: Developed and placed sponsorships with Metro Networks for two business days leading up to the Sept. 28 Public Meeting, with 42 sponsorships reaching approximately 134,000 adults aged 25-54.

Comments

More than 30 written and e-mail comments were received. Additionally, team members documented verbal comments made during the open house; all comments received prior to October 15, 2004, are included in this summary.

A number of the comments reflected concerns relative to the upcoming rehabilitation and closure, including timing of closure and access across railroad tracks that are often occupied by stopped trains, as well as impacts to Columbus Park.

Many comments were related to specific interchange designs and potential impacts to property or access, and are detailed below. Common themes related to the proposed action included:

- desires for a fiscally responsible solution balanced with the need for aesthetics;
- questions about transit as a possible solution;
- a desire for HOV lanes;
- concerns about pedestrian access; and
- questions about the need for 8 lanes versus six.

Also, there were several questions related to the study process, including the determination of study limits and how environmental impacts are measured, along with concerns about how the study relates to and impacts community growth and future land-use.

Detailed Comments:

Air Quality

- Concern - we should note all the fixed site emitters and then mobile emitters and then add the highway improvements. Then compare that total amount to proposed recommended maximum particulate matter.

Response: Air, water and noise impacts will all be examined according to the National Environmental Policy Act (NEPA) and federal guidelines. The evaluation will include both direct impacts and the cumulative impacts of the alternatives proposed.

Bridge

- Push forward with all options presented at a workshop.

Response: The bridge concepts presented at the meeting are early ideas on how we might cross the Missouri River. The study team will consider a range of options, and fully expects the concepts and possible solutions to develop and evolve over the next several months. Some concepts will be screened out, based on their inability to meet the project's purpose and need or if they have significant negative impacts. The team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as concepts are developed and refined.

Bridge - Companion

- Building a new bridge in addition to the existing bridge is my choice - will help in the future when one needs to be closed for repairs.

Response: The bridge concepts presented at the meeting are early ideas on how we might cross the Missouri River. The study team will consider a range of options, and fully expects the concepts and possible solutions to develop and evolve over the next several months.

Some concepts will be screened out, based on their inability to meet the project's purpose and need or if they have significant negative impacts. The team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as concepts are developed and refined.

Bridge - Deck-Girder

- Best use of tax dollars is two new decks & girder. To compensate for lack of aesthetics, do enhancements like on Bruce Watkins. You could spend \$10 million per bridge on enhancements and still save roughly \$20 m in addition to lower-maintenance costs.

Response: The bridge concepts presented at the meeting are early ideas on how we might cross the Missouri River. The study team will consider a range of options, and fully expects the concepts and possible solutions to develop and evolve over the next several months. Some concepts will be screened out, based on their inability to meet the project's purpose and need or if they have significant negative impacts. The team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as concepts are developed and refined.

- Include additional roadway costs required for the profile grade adjustment needed for the full replacement deck girder option.
- Include the costs of aesthetic treatments for the deck girder in full replacement option.

Response: General cost estimates will be developed as part of the EIS process. It is likely that new ideas will be generated and that all of the options will evolve, and with that will come cost estimates for each alternative and its key components.

- Verify the profile grade adjustment required for the deck girder full replacement option.

Response: While the EIS will not go into detailed design, it will evaluate the feasibility of options and their impacts. Verification of general grades, etc., is part of the EIS process.

Bridge - Historic Structure

- I have strong feelings regarding historic preservation. Over the past 35 years Kansas City has seen an epidemic of destruction of old structures. Please do not allow the Paseo Bridge to be torn down.

Response: MoDOT is sensitive to the historic nature of the Paseo Bridge. If the bridge is not reused in this project, MoDOT will work with the State Historic Preservation Office (SHPO) to explore next steps relative to the bridges' preservation, documentation and possible reuse elsewhere.

Construction

- Questions about possible timing of new construction.

Response: MoDOT anticipates that any major new construction will not begin until 2010 or after. The project may be phased, based on available funding.

- Lifecycle of the roadway & bridge materials are very critical. New high-tech materials with greater half-life I believe are the key. Higher construction costs but less long-term repair bills.
- Use the best construction techniques possible, so that maintenance is less.

Response: MoDOT will do everything possible to balance up-front costs with maintenance costs within existing budgets and project demands.

Downtown Loop

- What are the improvements to be made to the rest of the loop to show what will be done to eliminate the congestion?

Response: MoDOT has convened a Downtown Traffic Technical Team which includes representatives from Mid America Regional Council, the City of Kansas City, Missouri, the Downtown Council as well as the Bartle Hall Expansion, Downtown Arena, I-29 EIS, KC Live, Performing Arts Center and the I-70 Studies teams. This team is working together to address downtown congestion and roadway improvements for the loop as a whole.

Emergency Access

- All the alternatives for Levee/Bedford interchange eliminate through access on Macon Ave., which is an essential link for NKCFD Station #1's response to addresses in the Paseo Industrial District.
- Need Macon Street for access between Levee and Bedford; fire station at Bedford and Taney. Very concerned about right-in right-out at Ozark and Armour because of emergency access needs to north. Prefer Alt. IV, with Armour on-ramp signals placed opposite Ozark and signals preempted for emergency access.

Response: The study team will look at these issues. Also, if necessary, emergency vehicles would likely be able to make left turns even if those turns are restricted for general traffic, unless restricted by a median.

Environmental Justice

- Why are all the highway improvements being placed in historically African-American neighborhoods and poor neighborhoods? MoDOT is doing it again here.

Response: The improvement concepts developed to date could largely be constructed within existing right-of-way in and near residential areas. It is also important to note that possible locations for any improvements will need to connect with to the highway's existing location. MoDOT is committed to meeting both the spirit and letter of environmental justice regulations, including Executive Order 12898, which forbids disproportionately high impacts to minority and low-income communities for public projects receiving federal funding.

Funding

- The congressman is in favor of the project and additional federal funds should be available.

MoDOT will work with elected officials, as well as the community, to identify sources and secure appropriate project funding.

General

- Excellent ideas. Well overdue and with the new 71 hwy open that had to increase traffic. Would be happy to see twin bridge and new interchange at 210. Good work MoDOT.
- Will someone from MoDOT travel across the Broadway and HOA bridges on a daily basis, during rush hour, to work on ideas to help speed up traffic and cut down on congestion?

Response: MoDOT employees, just like everyone else in the community, travel on local roads daily to go to work, school, shopping, etc. This EIS is looking at both capacity needs in the I-29/I-35 corridor, and improvements to the Broadway Bridge/Downtown Loop connection, which has a significant impact on how well traffic moves on the Broadway Bridge. The study team is also considering the cumulative impacts of changes to I-29/I-35 on other Missouri River crossings.

Interchange - 16th Street

- A southbound exit of I-29/I-35 at 16th; needed for heavy truck traffic.
- Disappointment that there is not a southbound off-ramp. Railroad siding may or may not be still in use.
- Existing loop ramp floods; has been closed by MoDOT several times due to high water.
- Explore the concept of a 16th Ave., Railroad Ave extension to 210 east of the interchange. This could also be a bike bypass around the interchange and could reduce truck traffic and provide better access to 16th Ave. truck route.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Armour Road

- Alternative 4 would seem good if southbound on ramp aligns with Ozark. Ozark, with its traffic light is a major entry/exit from housing, two large apartment complexes and the city parks.
- I like the diamond interchange, doesn't use as much land & will have less interference with neighbors. Also stoplights to help pedestrians cross - no continuous right turn lanes.
- I prefer Alt. 4 at Armour.

- None of the alternatives work for ADM at Armour Road.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Broadway

- Whichever alternative provides the most efficient way to deal with choke point at the south end of bridge - Alt 1 - Single point?

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Front Street

- All alternatives impact rugby fields; major improvements are being planned.
- Casino is studying other internal circulation systems, some of which impact the east intersection area.
- Discussed placing the side road on grade (under interstate) in the southerly location.
- Do not prefer the grade levee "side road under" alternative.
- Expressed a preference for Alt. 3. Would like to see more shift east of I-35/I-29 to minimize downtime.
- Front Street limits development of site; Alts. 2, 3 & allow for casino growth; need to minimize ramp impacts to the parking lot.
- Prefers a single-point interchange to minimize land impacts.
- Prefers keeping Front Street in its current location.
- Prefers new side road, closer to RR tracks to serve as primary access for future development. Interchange would connect to side road. Developer to be presenting concept plans soon.
- Could relocate one rail track west of the interstate to the south.
- Rugby as'sn leases land bound by Lydia, Ramps, I-29 and railroad from Port Authority (4 year lease). One field now, two new fields this fall. Used by several adult competitive teams and six high school teams; push to get inner-city youth involved.
- Traffic backups on ramps and Front Street can occur at special events; access from Front to the parking areas may be the cause.
- When will construction occur? Seeking additional funding to expand rugby fields and program.

Response: New major construction is not likely to occur until after 2010.

- Would parking be allowed under any bridge structure?

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - Levee & Bedford

- Need exits to Bedford and Levee Roads. Don't like the options that limit access there. Too much out of direction travel.
- Property owners prefer half diamond because it does not impact their properties.
- Removing ramps at Bedford would be a hardship on long-haul truck deliveries.
- Very concerned; alternatives impact property and ability of business to grow and thrive.
- Understand that decisions take time, but the sooner the better to plan for growth and employees.
- Will review the channel migration issue with USACE Hydrology Section for ARC.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Interchange - NE Loop

- If there is a traffic jam on NB I-29, the Admiral exit allows a last minute exit to avoid traffic.
- Improvements present no obstacles to reStart. Will be in touch over next 6 months.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Mainline

- 6 lanes is sufficient.
- Any more than 6 lanes total in this corridor is unnecessary and undesirable.
- Believes that a 6-lane facility will be sufficient for this corridor.

Response: While traffic projections show that six lanes may be sufficient for the next 20-30 years, any new bridge structure would be expected to be in service for the next 50-75 years. The preferred alternative will need to consider the long-term needs of the corridor.

- Study appears not to distinguish between TDM and TSM. We need a lot more attention to TDM.

Response: The EIS will include separate evaluations of the roles of both TDM (Traffic Demand Management) and (Transportation Systems Management). Both could impact capacity needs in different ways.

Mainline - HOV

- Consider HOV lanes.
- If we are to examine an 8-lane strategy, we would expect to see one of the options be HOV for two of the lanes.

Response: HOV will be considered in the EIS.

Meeting

- Excellent - thanks!
- Nice layouts - good community effort. I think some talking in general to the whole audience is always good, though.
- Thank you for the opportunity; information was very clear, thorough and presented well.
- Only good thing about this plan is the ability to make comments.

Noise

- Concerned about increased noise; backs up to I-29 north of 210.
- Do sound study with impact of 6-8 lanes effect caused further north I-29& I-35 (Parvin Road).

Response: Air, water and noise impacts will all be examined according to the National Environmental Policy Act (NEPA) and federal guidelines. The evaluation will include both direct impacts and the cumulative impacts of the alternatives proposed.

North Loop

- Eliminating some of the very short on-offs along the downtown loop and putting people in the lane they need to be in should help.

Response: The study team will consider specific suggestions as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

Pedestrian/Bike

- Concerns about bike/ped access at Armour Road.
- Need bike/ped access across river with separate 14' 2-way lanes that connect to streets at each end that preferably have same accommodation. I see people walking the Paseo Bridge all too often.
- Need bike/ped access on Armour/210 through the interchanges. This is a connection from points N&E to get to downtown KC.
- Please don't leave out bike and pedestrian access. We really need a dedicated bike/ped river crossing. This might be the only bridge built for a long time. We have to use this project as an opportunity to include a bike/ped crossing.
- Provide a separate bike/ped crossing of the Missouri River as part of the new bridge construction. Connect NKC to Berkley Park.

- The Armour/I-35 interchange needs improved access for bikes and pedestrians. Proposed commercial/retail development east on Armour would increase bike/ped movements.
- With the replacement of the Levee to Rockcreek culvert under I-29/I-35 consider using this as a bike/ped crossing point.

Response: The Northland-Downtown MIS found that pedestrian and bicycle access across the Missouri River is best provided via the Heart of America Bridge. That bridge provides better access to local streets, sidewalks and destinations. Additionally, as a high-speed, interstate highway, safely accommodating pedestrians and bicycles on I-29/I-35 presents a range of challenges. That being said, the team realizes the importance of non-vehicular access across the Missouri River, and is looking at ways to incorporate those types of improvements into the EIS. It is also working to confirm or update the MIS findings about the best possible location for bicycle and pedestrian facilities, based on the most current information.

Rehabilitation

- Any plans for increase in KCATA buses to the northland during the bridge closure? This would cut down on congestion if more people ride buses?

Response: Yes, there will be increased bus service and a Park and Ride Facility at I-29 and North Antioch.

- As closure gets closer, we need to have details as to contract letting and actual construction to communicate to customers how to reach our plant.

Response: The rehabilitation team will be working with the local media, press, employers, business associations and community groups to make sure that everyone has the information they need. Also see www.kcrivercrossings.org for information on detours, alternatives and project updates.

- Concern regarding local detour routes, specifically regarding access across railroad tracks at 10th on the north and Lydia on the south; trains block access for hours at a time. Can we work with railroads on their schedules?
- Facility uses Paseo Bridge; 20-50 trucks a day. Interested in detour plans; HOA would be best route, but railroad blocks intersection for long periods. Hopefully, they are involved and will help make detour work. Many businesses negatively affected.
- Why is the railroad allowed to block a public street for hours at a time?

Response: The study team is aware of these concerns with railroad crossings both north and south of the river, and is seeking assistance from the railroads relative to possible solutions.

- Good presentation; I'm not looking forward to the closing next year. I hope it's closer to 4 months than 9 months!
- Loop ramp at 10th should be closed during rehab to eliminate traffic congestion/weave.
- Need access at Bedford; detours would be a problem for the 40-50 trucks a day.

- Review the project costs for the No-Build/Rehabilitation option. Verify everything is included.
- Suggestion to close 10th Street on ramp to NB I-29; traffic will be detoured onto Admiral immediately north of 10th on ramp. Currently, there is a very short weave between on and off ramps.
- We assume the exit to Levee road will remain open.
- We cannot have our ability to serve our customers affected by these repairs our shipments exceed 700,000,000 lbs per year.

Response: The study team will consider specific suggestions and concerns as it screens alternatives and refines concepts. Additionally, the team will be meeting with property owners, business groups, neighborhoods and other stakeholders over the next several months as those refined concepts are developed.

- Concerns that local detours will increase traffic in Columbus Park. Would like MoDOT to look at additional detours.

Response: Multiple detours tend to cause driver confusion and may result in additional traffic on local streets. The rehabilitation team has worked hard to identify logical detour routes that encourage the use of I-435 (east and west) and I-635 for through traffic. More localized traffic will be directed to the Heart of America Bridge, via Admiral and to the Chouteau Bridge via Front Street and Armour Road. Secondary detours for local traffic to and from Front Street will be via NE Industrial Parkway and Grand Avenue Viaduct through Berkley Park. In terms of managing traffic within Columbus Park, posted detours will be on the perimeter, but not through, Columbus Park; providing access to Front Street is necessary, and posted detours should help limit traffic that might otherwise go through the neighborhood. In Columbus Park itself, MoDOT is limited in what it can do to control traffic on city-owned streets, but has committed to contacting the City of Kansas City, Missouri to share the neighborhood's concerns about through traffic and to encourage the City to work with the neighborhood and the team on a possible solution.

River Forest Park

- Wanted to be sure that park is not affected

Study Process

- Feels NAFTA is driving this project and is unsupportive of that.

Supporting NAFTA is one component of the project's established purpose and need, but there are a range of concerns that the project must also address, including supporting local travel and economic development. The I-29 EIS Purpose and Need is made up the following components:

Purpose and Need	Measurement
Roadway Deficiencies – Improve pavement surface and upgrade substandard roadway features along I-29/35, including cross sections, bridge clearances, ramp radii,	How well does it meet MoDOT's best practice design standards?

Purpose and Need	Measurement
vertical grades and interchanges to MoDOT's current best practice design standards.	
Traffic Safety – Reduce the number of driver related crashes occurring along this section of I-29/35 through the use of ITS and improved roadway design.	How well does it meet driver expectations?
System Linkage – The project location is an important connecting link between the portions of Kansas City located north and south of the Missouri River. This crossing is also an important system linkage of the interstate highway system.	How well does it connect the north and south portions of Kansas City? How well does it connect with other roads?
Transportation Demand and Capacity – Current vehicle capacity is limited. The proposed action would improve mobility across the Missouri River and to-and-from the CBD and the Northland by increasing roadway capacity on I-29/35 between M-210 and the north side of the CBD freeway loop, including additional capacity on the bridge over the Missouri River.	Will it provide sufficient capacity to meet future travel demands?
Traffic Operation – Improve the movement of people and goods on the north side of the CBD freeway loop and on I-29/35 between the CBD and M-210 by providing operation improvements such as eliminating poor traffic waving sections, increasing the length of acceleration/deceleration lanes, providing wider roadway shoulders, improving substandard ramp configurations and improving signing.	How well does it allow traffic to enter, merge and exit? Are there required lane shifts to continue traveling on the freeway?
Economic Development and Access to Activity Centers – Provides safe and efficient access to and from a number of major activity centers including Kansas City, Missouri CBD, the Northeast industrial area, North Kansas City Hospital, North Kansas City industrial area located adjacent to the corridor, the Isle of Capri Casino, Berkley Park, River Market and the Downtown Airport. Improve connectivity between Columbus Park neighborhood and the River Market to the CBD and adjacent neighborhoods.	How well does it provide access to major employment or activity center destinations?
Modal Inter-relationships – Complement the movement of truck traffic by making improving ramp grades, acceleration lanes, merging areas and turning radii on routes that are NHS Intermodal connectors such as M-210 and Front Street that serve major intermodal facilities located in the Northeast Industrial area. Transit and	How well does it support truck travel and the movement of freight?

Purpose and Need	Measurement
pedestrian improvements will be made on other complimentary routes and are not part of this proposed action.	
NAFTA Trade Corridor – Enhance the movement of international trade. Since 1994, when the North American Free Trade Agreement went into effect, the central section of the United States has an important area for trade between Canada, the United States and Mexico. Interstate 35 with connection to I-29 are the only interstate routes to connect these three nations through the central U.S. The study corridor is a critical segment of this NAFTA route.	How well does it support the interstates' roll in international trade?
Project Cost – Generalized order of magnitude costs will be prepared.	What is the general magnitude of cost?

- Need to show all the factors that go into deliberations that choose whether or not to make improvements to the road. Was particularly displeased with showing on the park and historic districts.

Response: The EIS's purpose is to do just that: outline the impacts of each alternative including impacts to the natural environment, businesses, buildings, communities, people, air, water, noise, parks and historic buildings, districts and sites. We will be talking with the community and stakeholders as we develop the Draft EIS, which is scheduled for completion in the summer of 2005. There will be a public notice and a mailing to interested parties on where and how to review the Draft EIS, and how to participate in the public hearing and make comments, which will be incorporated into the Final EIS and submitted to the Federal government for review.

- Public needs to know and accept the fact that it will be 10 years or more before there is additional capacity in this corridor. Ditto for I-70.
- Study area is way too small, impact extends far beyond arbitrary limits set.

Response: This project is but one part of the larger transportation solution described in the Northland-Downtown MIS. The study area was established based on federal guidelines for sections of independent utility:

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and

3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The study will look at both direct and cumulative impacts in accordance with NEPA and federal guidelines.

- The traffic is MoDOT's responsibility to fix - how are they addressing the problem of "defining the city" for the next 50 years?
- Why nothing about guiding the region's growth so as to reduce the need to cross the river?

Response: MoDOT is a participant in the regional planning processes managed by Mid America Regional Council (MARC), the area's Metropolitan Planning Organization. MoDOT's role is to ensure that its projects meet transportation needs while supporting both regional plans, developed by MARC, and local communities' individual plans, which are developed by their local governments.

Traffic Forecasts

- Is project horizon 2030? That may be only 15 to 20 years after the project is started.

Response: Traffic projections shown at the public meeting go to the year 2030. It is anticipated, however, that any new bridge structure will be in service for 50 to 75 years, and the study team is considering that in the planning process.

- It is a disappointment that forecasting and planning is mired in techniques of the 1970s. Thirty years behind times.
- Traffic counts are flat unbelievable, studies must be probabilistic, must account for different future views and must cause alternative plans to be generated based on these forecasts. If MARC standard it is failure, fissile and unsuitable.

Response: The traffic forecasts for the project are being developed from the most current travel model information available. There are a number of major efforts underway to add complexity to the travel models. At a local level, the Mid-America Regional Council has recently completed a new travel survey and is exploring options to update the overall structure of their travel models. This work is continuing, but is not expected to be completed prior to the completion of this EIS. For more information about national level efforts, see the Travel Model Improvement Program (TRIP) web site at <http://tmip.fhwa.dot.gov>

Traffic on Armour

- Because of the increased traffic are the lights going to be synchronized to speed up traffic?
- With increase in traffic, what precautions will be taken to insure H.S. kids safety during their lunch hour? Many (200-400) cross Armour daily to go to lunch at restaurants south side of Armour.

Response: The study team will work with North Kansas City to help address safety and traffic concerns on Armour.

Transit

- Light rail connections across the river need to be considered.
- Why so little about transit?

Response: In order to significantly reduce congestion on I-29/I-35, local transit use would have to increase by several-fold, but the study is not discounting the importance of transit. The study team continues to include the Kansas City Area Transportation Authority in the development and evaluation of alternatives. The team is looking at ways that the EIS could support the KCATA's plans for increased transit service, specifically by providing HOV lanes, which could accommodate transit more efficiently. None of the EIS concepts eliminate the option for additional transit service on this or any other Missouri River crossing. In terms of light-rail or other fixed guideway transit, like pedestrian and bicycle traffic, the Northland-Downtown MIS found that transit access across the Missouri River is best provided via the Heart of America Bridge, which provides better access to local streets and destination centers. Again, the EIS will either confirm or update those recommendations based on the most current information.

Truck Traffic

- Need to separate trucks that do not have a specific NKC delivery up near airport – they should take I-435 around city. If they do not comply voluntarily, make it mandatory as in other cities.

Response: During the rehabilitation, MoDOT will be posting signs well in advance of alternative route exits announcing the Paseo Bridge closure and directing through-traffic to appropriate detours (I-435 west, I-435 east and I-635). More localized traffic will be directed to the Heart of America Bridge, via Admiral and to the Chouteau Bridge via Front Street and Armour Road. Secondary detours for local traffic to and from Front Street will be via NE Industrial Parkway and Grand Avenue Viaduct through Berkley Park. While some regulation may be possible, licensed, legally operating trucks (as with virtually all vehicles in the U.S.) have the freedom to travel at will on Interstate highways, unless there are exceptional situations, including areas with low clearances, curves or other characteristics that make truck travel hazardous on a specific route.

- Trucks must be removed from Columbus Park neighborhood and City Market immediately since neighborhoods are historic and have many families with small children.

Response: MoDOT is limited in what it can do to control traffic on city-owned streets, but has committed to contacting the City of Kansas City, Missouri to share the neighborhood's concerns about through traffic and to encourage the City to work with the team and the neighborhood on a possible solution.

Water Quality

- MoDOT and NEPA must address water quality issues and CSO in the City Market and Columbus Park; all water that falls on the highway will end up in those systems.

Response: Air, water and noise impacts will all be examined according to the National Environmental Policy Act (NEPA) and federal guidelines. The evaluation will include both direct impacts and the cumulative impacts of the alternatives proposed.